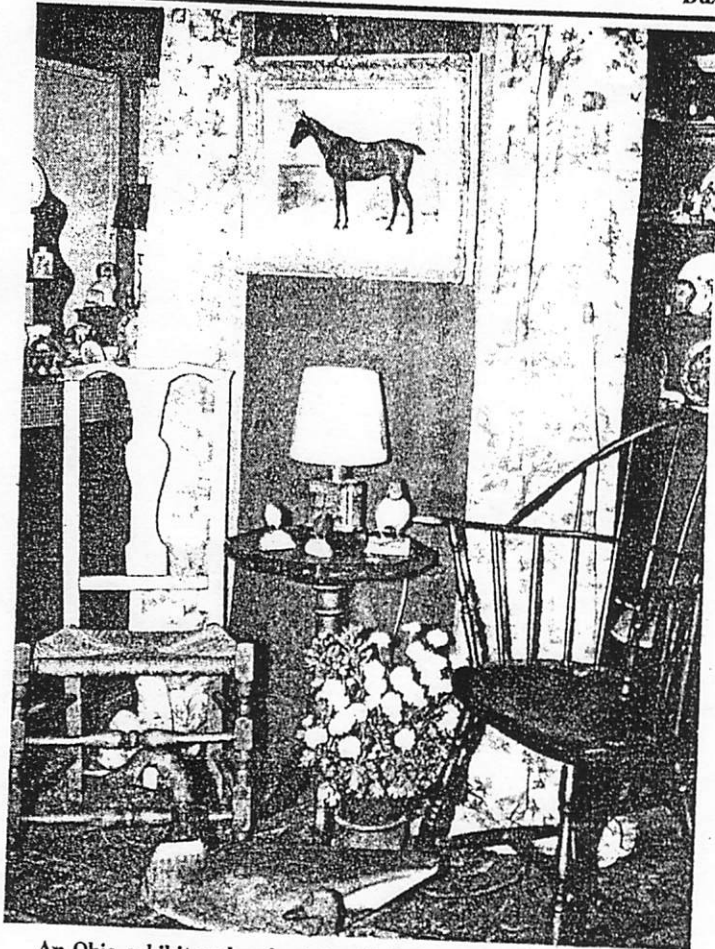


Duxbury Clipper, Thursday, July 15, 1976



An Ohio exhibitors booth at the 60 dealer Pilgrim County Antiques Show at Pilgrim Tennis Club, Saturday, 6-10, Sunday, 12-10, and Monday, 12-7. A quantity of period furniture, 17th, 18th and 19th century accessories will be displayed for sale from attractive room-like settings. The popular summer antiques event features silver, jewelry, dolls, Fine Arts, rugs, fine porcelain and much more.

## Shipbuilding Days

There are some reminiscences of shipbuilding in Duxbury, written by Capt. John Bradford in 1891 and arranged in practically their present form by his daughter, Ellen Bradford Stebbins in April, 1893. -- Ed.)

The first vessel built at the first shipyard established in Duxbury at the foot of Captain's Hill in the year 1720 by Thomas Prince, was

Nick Masabny's

HANOVER

a sloop constructed mostly of wild cherry.

The second shipyard was owned by Israel Sylvester on Bluefish River.

The third by Benjamin Freeman at Harden Hill, a short distance north from the Nook and near the extreme southern part of the town.

Perez owned the 4th yard, location now known.

Samuel Winsor, the first of the name in Duxbury and Samuel Drew together carried on the 5th yard, on the shore of the nook westward of Captain's Hill. Samuel Winsor had previously, about 1745-50, built several small vessels on Clark's Island.

The 6th yard was established



by Isaac Drew at the west wide of the Nook.

John Oldham had a yard at Duck Hill, in the northern part of the town, not far from the Marshfield line, where now is mostly salt meadow, and the creeks are nearly filled with coarse sedge.

There was still another shipyard carried on by Capt. Samuel Delano below the mouth of the Bluefish River, on the west side.

These yards had nearly all been abandoned before 1830, and were succeeded by the following, of which the writer has personal recollection.

At the extreme southern part of the town, Captain's Hill and the mouth of the Jones River in Kingston, and not far from the residence of Harrison Loring, Mr. James Sole had a shipyard, where he built what was then considered good sized vessels, but which would now be called small. He gave up the business before 1840, I think.